

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

NOW READY
THE
DIRECTORY & CHRONICLE
FOR 1909.
Complete Edition ... \$10.00
Small 6.00
Orders may be sent to the
Hongkong Daily Press Office and
to the Local Booksellers.

No. 15,921. 第一十二百九千五萬一第一 日四十月三年元統宣 HONGKONG, MONDAY, MAY 3RD, 1909. 一月三號 號三月五年九零百九千一英港香 PRICE, \$3 PER MONTH.

S. MOUTRIE & CO.
LIMITED.

THE HOME
OF THE
VICTOR

NEW RECORDS

BY

EVERY MAIL
OVER 200 MACHINES
AND
10,000 RECORDS.

TO SELECT FROM
THE LARGEST AND MOST
UP-TO-DATE STOCK
IN THE FAR EAST.

Hongkong, 1st October, 1908. [a40-2]

WATCH

T
H
I
S
S
P
A
C
E

a692

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a647]

THE GRAND HOTEL.
DIVISION STREET, KOBE.
FIRST-CLASS CUISINE.
COMFORTABLE & AIRY BEDROOMS.
Situated in close proximity to the Harbour
and Railway Station.
BEST WINES AND LIQUORS SUPPLIED.
Special arrangements for a long stay.
F. D'OMBALLE &
M. MAILLE Proprietaires.
[46]

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 9.00 a.m. Every 10 minutes.
7.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 1 hour.
SATURDAYS.
Extra Cars at 8.45 p.m. 11.30 p.m. and 11.45 p.m.
SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to
11.15 p.m., every half hour.

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Vaux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st April, 1909. [a549]

KUPPER'S
 PILSENER BEER.
THE LEADING BEER IN THE
FAR EAST.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,
WINE & SPIRIT MERCHANTS.
15, Queen's Road Central.

Hongkong, 15th April, 1909. [a35]

AN
"ALL NIGHT"
DRUG STORE.

You can get what you need at WATKINS DISPENSARY any hour of the night.
All that you need do to get prompt, cheerful attention is to press the night bell.
This night service is intended entirely as an accommodation to our customers. It is
given willingly—cheerfully.

QUALIFIED ENGLISH CHEMISTS

WILL ALWAYS BE ON DUTY TO
DISPENSE PRESCRIPTIONS.

WATKINS, LIMITED,

The charges during the night hours are the same as by day.

CHEMISTS AND DRUGGISTS,
31, Queen's Road Central,
HONGKONG.

NIGHT AND DAY TELEPHONE: 492. [a39]

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

	Per Case.
BRANDY ★★★★	\$22.50
" ★★★	20.00
" ★★	17.00
WHISKY, PALL MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.50
SHERRY, LA TORRE	16.00
" AMOROSO	20.00
BENEDICTINE, D.O.M.	Qts. 40.00 PTS. 42.00

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSSSEN & CO..

HONGKONG AGENTS.

[a51]

LANE, CRAWFORD & CO.

ARE NOW SHOWING NEW DESIGNS IN
SELECTED TEAK FURNITURE.
SIDEBOARDS AND DINNER WAGGONS.
DINING TABLES. CHAIRS. DESKS.
BOOKCASES. FOLDING CARD TABLES.
HALLSTANDS. HALL CHAIRS.
BEDROOM SUITES. WARDROBES.

FIRST CLASS WORKMANSHIP
INSPECTION INVITED.

LANE, CRAWFORD & CO.

Hongkong, 9th April, 1909.

[a33]

KELLY & WALSH, LTD.

Little Devil Doubt, by Oliver Onions	\$1.75	The Stock Owner's Manual, by F. T. Barton	\$9.00
The Sword of the Lord, by Joseph Hocking	1.75	The Interpretation of Radium, by F. Soddy	5.25
Magnificat, by Vincent Brown	1.75	Oil Irish Folk Music and Songs	6.42
The Royal End, by H. Harland	1.75	Irish Airs and Songs	6.42
The Member for Easterby, by James Blyth	1.75	Hitherto Unpublished, by P. W. Joyce	9.00
The Last Persecution, by S. N. Sedgwick	1.75	The Government of England, by A. D. Lowell	14.50
The Dream and The Woman, by Tom Gallon	1.75	Company Management, For Directors, Secretaries, &c., by H. C. Emery	4.50
A Fair Refugee, by Morris Gerard	1.75	Social Disease and Its Prevention, by H. N. Robson	2.25
The Love that Kills	1.75	Burney Yeo's Manual of Medical Treatment, edition revised; 2 Volumes	17.00
The New June, by H. Newell	1.75	Railway Working and Appliances and Railway Sketching, by E. S. Hadley	1.30
Links in the Chain, by Hazel Hill	1.75	Brush Pen and Pencil Series: The Book of Tom Browne	3.10
My Lady of Shadows, by John Oxenham	1.75	Larner's Text Book of Walking	80
Treasure, by E. A. Zauggwill	1.75	The Complete Boxer, by Ganner Moir Praed	80
Fights Forgotten, by H. Sayers, Illus. by Katherine the Arrogant, by B. M. Croker	1.75	The Golfer's Manual, by W. M. Butler	80
Haeckel: His Life and Work, by W. Bosche	35	The Lunatic at Large, by S. Cleouston	80
	35	Oh Christina, by J. J. B. Svendborg	35
	35	STRAITS SETTLEMENTS OPIUM COMMISSION REPORT, Vol. 1	3.30
	35	STRAITS SETTLEMENTS OPIUM COMMISSION REPORT, Vol. 3	3.30

HOTELS
HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 Persons.
String-Band Plays during Tea and Dinner.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Room.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS,
[a42] A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard Room.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if required).
Electric Passenger Elevator to each floor.
Table D'Hoté at separate tables.
For Terms, &c., apply to the MANAGER.
Hongkong, 24th July, 1905. [a451]

"KINGSCLERE,"
PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND MACDONNEL ROAD.
Telephone No. 134.
Telegraphic Address: "SACHELSEA."
A.B.C. Code, 5th Ed.
ELECTRIC LIGHT, Hot and Cold Water throughout.
Billiards, Tennis, Croquet, putting green and fine stabling for horses.
Proprietress, Mrs. G. SACHSE.

"BRAESIDE,"
PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns, Large airy and Well Furnished Rooms, every home comfort. Fine View of the Harbour.
Telephone, No. 690.
Apply to "Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a44]

ORIENTAL HOTEL
TELEPHONE 197.

No. 2, QUEEN'S ROAD CENTRAL.
MRS. M. MATTHAEY, Proprietress.

A thoroughly First-Class and Up-to-Date Hotel.

Large and airy rooms, affording every comfort to Residents and Tourists.

Table D'Hoté at Separate Tables.

MODERATE RATES.

Telegraphic address: "Comfort," Hongkong.
For Particulars, apply to M. MATTHAEY,
Proprietress.
Hongkong, 5th October, 1908. [a43]

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH CHINA).
MACAO.

THE Hotel is under European management and most strict supervision as to food cleanliness and hygiene of the place.

A most pleasant retreat for those desirous for a few days rest and quiet.

Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong. Two steamers (s.s. *Sui An* and *Sui Tai*) daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.

Call Address—"BOAVISTA."
For Terms, apply to THE MANAGER.

[a196]

REDUCTIONS

IN

BUTTER PRICES

FROM 1ST MAY, 1909.

"Buttercup" Brand 55 cents per lb.

"Dairyland" Brand 71 " "

"Daisy" Brand 75 " "

May be had in ½ lb. Pats.

Hongkong, 1st May, 1909. [a563]

ALING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [a629]

ELECTRIC PLANT

Consisting of:

TWO 125 Kilowatt STEAM ALTERNATOR SETS; Output, 50 Amperes at 2100 Volts. The Sets comprise Vertical Compound Medium speed Engines, 205 revolutions per minute, by Messrs. ROHEY & CO., direct coupled to Alternators, by Messrs. Johnson and Phillips, complete with Exciters, &c.

ALSO
ONE HORIZONTAL COMPOUND JET CONDENSING STEAM ENGINE, 100 Horse power by Messrs. BOWELL and LINDELL. For further particulars apply:

HONGKONG ELECTRIC CO., LTD.

St. George's Buildings, Hongkong, 23

INTIMATION

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH WHISKY

A. BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
IN SCOTLAND
OF
GENUINE AGE
AND

FINE MELLOW FLAVOUR:

PER DOZEN \$16.50

ROBERT PORTER & CO'S

BULL DOG BRAND

GUINNESS' STOUT

IN PINTS AND SPLITS.

A. S. WATSON & CO.

LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 26th April, 1903.

[29]

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: PRESS.
Code: A.B.C. 5th Ed. Lieber.
P. O. Box, 94. Telephone No. 12.HONGKONG OFFICE: 104, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, MAY 3RD 1903.

HOWEVER it is going to be brought about, signs are not wanting that China is ripening for a revolution, the greatest that has as yet happened in any Asiatic country. Whether it will be bloodless, or be accompanied with those scenes of rapine and disorder which have hitherto made changes of government in China a byword amongst the nations of the world, is hidden in the womb of futurity; but, as happened in Turkey the other day, the chances seem to indicate that the powers of re-action are so strong and so united that it seems impossible to bring about any single one of the reforms acknowledged to be needed for the continuance of the Empire without an appeal to arms. As usually happens before revolutions come to a head, the main trouble in China is financial, and the discovery of the enormous hoard amassed by the late EMPRESS DOWAGER, and veritably wrung from the tears of the nation, is not unlikely to quicken the outside demand for some radical change in the methods of imperial government; and this is likely enough to drive the reactionary party, still physically strong, into overt action on the first symptom of a real intention to put the views of the reforming party, which curiously enough has its head-quarters in the present Regency, into all practice.

We mentioned lately an instance of the power and determination of the reactionary party to permit no interference with what it has come to consider as its vested rights; in

the case of the *laihan* forcibly levied on goods being conveyed by the Shanghai-Nanking Railway, which has resulted in the almost complete annihilation of the incipient goods traffic of the line. This action, evidently of prior intent, has brought the reactionary party into direct opposition to the Regency; and we find the latter proposing to take up the scheme foreshadowed in Sir James Mackay's abortive Convention, of raising the duties all round, and paying them direct to Peking; and it is doubtless in connection with this not altogether satisfactory step that the Regency has urgently pressed on Sir Robert Hart the advisability of his immediate return to China. The hoard piled up in the time of China's most dire distress, by the late DOWAGER REGENT, while it emphasises the fact that the Central Government has no legitimate means of existence beyond what may be described as organised piracy; also shows that even in the present inefficient system of Provincial finance there is abundance to worthily support the Imperial dignity without having recourse to extra burdens on the people at large. The introduction of regular finance, in lieu of the present system of plunder in successive grades of the lower official hierarchy by their immediate superiors in office, which is finally by the lowest brought to bear on the people at large, would, of course, put out of court all the present methods of official promotion; and so far would engage against it all the sympathies of the hierarchy. That there are men in all grades of that hierarchy who see and feel the incubus of the false position in which they are placed, speaks well for the possibility of the eventual change coming from within.

A curious instance of the variant lights in which the position reveals itself to an official high up in the service of the State is afforded in a recent memorial of LIEN YU, the Imperial Resident at LLASSA. LIEN YU has had three years' experience of the present system. He has, what not many officers of equivalent rank are in receipt of, a regular salary, but it is founded on old precedents, and is altogether insufficient to meet the requirements of the post. He can do like the others, and commit "abusive acts," but the conscientious revolts at this. Affairs in Tibet are very important, but the country at large has been mismanaged and its industries ruined; the climate besides is very rigorous, and he despairs of being able to bring about better conditions unless he be placed in funds, and asks for an advance of at least a million taels to enable him to revive the industries of the land—a thing which he points out is in the interest of China herself. As evidently he has little hope of Peking acceding to this request of his, he asks to be permitted to come to Peking to Imperial Audience, where he would have the opportunity of personally explaining the situation. There is, of course, much more in the memorial than at first sight meets the eye; under the late régime no provincial official willingly underwent the formalities of an audience, much less applied for one. When LIU K'WEI after the events of 1900 received a pressing invitation from the late REGENT to go in audience to Peking, the aged Viceroy knew well that it was his life that was required. Still he did not hesitate; he had done his duty, and Confucianism at least teaches a man under such circumstances to face death with dignity. Much as the DOWAGER would have desired his death, even she hesitated, and in face of the bold dignity of the officer felt she dared not give the final order. But LIEN YU actually asks for the audience to explain his scheme. The fact testifies plainly to the real change in the position under the new Regency. Moreover, he has had the unprecedented effrontery to ask for a rise of pay and allowances. Under the late régime such a request would have elicited as much wonderment, as when OLIVER TWIST before astonished bumbledom asked for more. The least under the circumstances LIEN YU might have anticipated would have been immediate dismissal, followed by confiscation of all that he possessed; and he might have considered himself fortunate if he escaped with his head, or at least without banishment. Instead, he obtains a sympathetic reply from the new REGENT, informing him that on account of the importance of the post, and his capable dealing with its difficulties his request for leave would cause inconvenience to the service. The other items of the memorial are not replied to; but meet with no censure. Reading between the lines it is rendered clear that the fault lies not with the wishes of the administration, but with the opposition of the Provincials; the Board concerned is, in fact, quite willing to advance the funds as far as lies in its power, but is quite unable to requisition the provinces, and has no legitimate revenues of its own; he is, however, requested to keep the REGENT well informed privately by telegram as to that which is going on, especially as to that "other nation" which he suggested might

in future show a desire to take the lead in Tibet, which the REGENT quite agrees with. The Resident would be a thing likely to lead to regrettable consequences in the near future.

The whole is an instructive instance of the difficulty in introducing even preliminary reforms, where, as in China, the body politic has once permitted itself to become atrophied. Peking, alike with the Provinces, is well assured that the Empire is tottering under its burdens, which all admit are quite capable of remedy, yet each fears the immediate effect on his own fortunes should he be the first one to attempt to remove a rotten plank. Decay has gone so far that it is uncertain what the removal of a single plank may bring about as its immediate consequences; and although we are all united, this danger could be safely faced, in the present disunited condition of parties, where each one is striving after his own hand, no one has that confidence in his neighbour which will induce common action. This is it, and not the immediate difficulty of the task, that renders the immediate future fraught with uncertainty; and seems to foreshadow the almost utter helplessness of looking for a peaceful solution.

The English Mail of the 3rd April was delivered in London on the 30th April.

The temperature in Hongkong on the 1st inst. fell to 63 deg. Fab.—a drop of 20 degrees in two days.

The name of Mr. George Leopold Wilson has been added to the list of authorized architects in the Colony.

On Saturday the Dutch flag was hung from many buildings in the city in honour of the birth of a princess in Holland.

Under a regulation made by the Governor-in-Council no dogs brought from Bangkok will be permitted to land in this Colony for a period of six months from May 1st, 1909.

The Shanghai Spring Race meeting commences to-day. The selling lotteries have shown Moriak to be the favourite for the Champions, and Gemini second favourite.

Mr. J. C. Peter, chief accountant of the Hongkong and Shanghai Bank, and Mrs. Peter were among the passengers who left by the P. & O. mail steamer at Shanghai for Home.

An order made by the Governor-in-Council and published in the Government Gazette, lays down that there shall be established two District Land Offices in the New Territories. One District is to be known as the Northern District and the other as the Southern District. The office for the Northern District is to be situated at Tai Po, and the office for the Southern District in the City of Victoria.

A Washington telegram states Senators A. J. Beveridge of Indiana, Weldon B. Heyburn of Idaho and Joseph F. Johnston of Alabama have been appointed on a special committee to prepare a new tariff for the Philippine Islands. The appointment of the committee has grown out of the discussion of Colton tariff bill before the Upper House and the numerous amendments that have been proposed and adopted by that body.

Shortly after three o'clock on Saturday morning fire broke out in a stationer's shop at 130, Des Vœux Road. The fire had a good hold of the premises before the alarm was raised, and as a strong wind was blowing at the time, the efforts of the brigade to save the shop proved fruitless. The shop, and the two upper floors which were used as dwellings, were gutted, the damage being estimated at \$5,000, which is covered by insurance.

A defence of the climate of Tonkin is made by L'Annam-Tonkin. The writer says it has an exaggerated reputation for insalubrity. In refutation of this he points to the mortality statistics which he says show that the Tonkin climate is particularly favourable to children and old people. The writer deduces also from the statistics that "paradoxical as it may seem," the European is more acclimated to Tonkin than the native. Anyone looking at the mortality statistics of Hongkong might at first sight draw similar conclusions; but as we have often pointed out, such deductions are not justifiable, because whenever Europeans, and especially children and the old people, fall ill they leave the East for more bracing climates.

The Philippine Commission has taken up the slavery and involuntary servitude question in the islands with the intention of putting a stop to it. Commissioner Worcester has presented to the body a bill providing that all slavery and involuntary servitude, which is very common all over the islands, peonage, or sale of human beings, shall be illegal and, providing the punishment to be meted out to those who do not obey the law on this subject. This law, says a Manila contemporary, should it pass the Assemblée, will put a stop to the very common practice among Spanish and Filipino families of loaning money to native parents and taking a child in bond for the repayment of the debt, holding the child at times for many years and sometimes, in the case of the death of the parents, forever.

LATEST STEAMER MOVEMENTS.

The C. & M. str. Zafiro left Manila on the 1st instant, and is due here to-day at 6 p.m.

The P. & A. str. Numantia left Moji on the 1st instant, and is due to arrive at this port on the 6th instant.

TELEGRAMS.

[Protected by the Telegraphic Message
Copyright Ordinance, 1894.]

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS".]

THE BUDGET AND THE MARKETS.

LONDON, April 30th.

The markets are strong following the publication of the Budget, Consols taking the lead.

The increase in stamp duties and the reduction in the sinking fund are less than had been expected.

NATIONAL REJOICINGS IN HOLLAND.

LONDON, April 30th.

Queen Wilhelmina's accouchement was slow but normal. Mother and child are progressing satisfactorily.

There are rejoicings throughout Holland.

LONDON, May 1st.

It is announced from the Hague that Prince Henry, Queen Wilhelmina's Consort, registered the birth of their daughter at an ordinary registry.

The little Princess is named Julianne Louise Emma Marie Wilhelmina.

Eye-witnesses at the registry say that the baby is a fine, rosy-cheeked healthy child.

A JAPANESE MUNICIPAL LOAN.

LONDON, April 30th.

The 5 per cent. City of Osaka bonds (£3,084,940.) issued at 97, have already been covered ten-fold.

UNITED STATES TARIFF PROPOSALS.

PROPOSED TAX ON TEA AND COFFEE.

LONDON, May 1st.

The Committee of the Senate at Washington in its substitute for the Payne Tariff Bill provides for a maximum tariff consisting of an additional 25 per cent. ad valorem on all rates, and to make it applicable from March 30th, 1910.

It provides also for a duty of five cents per lb on coffee and ten cents on tea imported from countries to which the maximum rate is applied.

CHINESE ROYAL INTERMENT.

LONDON, May 1st.

A Reuter's message from Peking states that the funeral of the late Emperor has started for the western tombs, eighty miles distant.

The pageant was an imposing one, the procession being two miles long.

[FROM THE "CHUNG NGOI SAN PO".]

THE EMPEROR'S FUNERAL.

INPOSING PAGEANT.

PEKING, May 2nd.

Yesterday the funeral of the Emperor Kwong Hau took place. It started early in the morning from the Koon Tak Palace. The Imperial Bodyguard and the Imperial attendants and the cavalry took precedence in the procession. They were followed by men carrying boards of honour, banners, etc., and next came the Imperial carriages. Next in order were the Princes, followed by musicians who did not play the instruments which they carried. Then came the wreaths sent by governments of different countries. Members of the Imperial Household, officers of the various boards, members of the imperial clan took their places in the order mentioned, and near the coffin of the Emperor were the Empress Dowager, the Prince Regent, and the other wives of the Emperor, who were

followed by the ministers of the various countries. The Prince Regent only went as far as the back door of the Palace, where a memorial service was held. The Prince Regent then returned. The Foreign ministers also held a memorial service at the back door.

BANDMANN DRAMATIC COMPANY.

The Bandmann Dramatic Company, achieved another brilliant success with their production of Du Maurier's famous play "Trilby." The play was beautifully mounted and the artists gave an interpretation which was in the highest degree artistic. Miss Florence Dalton was particularly successful in the title role and Mr. Sydney T. Pease as Svengali showed dramatic ability of a high standard. The work of the other artists was equally praiseworthy, and Hongkong lovers of drama should not fail to take advantage of the presence of this really talented company.

What has hitherto proved one of the most attractive programmes Mr. Bandmann presents, with his Dramatic Company to night, in the shape of Sir Conan Doyle's, one act play "Waterloo" and the famous piece "The Bell" in which the late Sir Henry Irving scored his biggest triumph. It is an ambitious undertaking and Hongkong will doubtless take advantage of the opportunity afforded of witnessing these two famous pieces.

The parts of Corporal Gregory Brewster in "Waterloo" and Mathins in "The Bell," will be played by Mr. Sydney T. Pease, in which he has made quite an excellent reputation. We anticipate a big house and a hearty welcome to both plays and players.

THE REJOICINGS IN HOLLAND.

We can well imagine how great is the rejoicing in Holland over the birth of a Princess since it solves the vexed problem of the Dutch succession. There never was a more popular Sovereign than the little Queen at the present moment but in this she has only recovered the kind feelings all her subjects had for her when she came to the Throne.

Her subjects have looked to her to perpetuate the House of Orange-Nassau, of which she was the last representative. In default of an heir the throne would pass to a German Prince. The nation welcomed their little Queen to the throne, and rejoiced as Dutchmen seldom do, but years passed and she did not fulfil the main hope. Then her people grew more and more indifferent, and her marriage, which was never popular, became decidedly unpopular.

When it was announced a few months ago that the happy event was expected, Queen Wilhelmina's subjects had been so often disappointed that they gave the announcement merely a grudging acknowledgment, but as time wore on the interest grew warmer and warmer, till it reached a stage of intensity which would seem almost ludicrous if so much did not depend on a happy denouement.

A LIST OF PRESENTS.

The Committees formed in all the provinces to celebrate the event with adequate rejoicings raked their brains to find pleasing and acceptable presents to show their delight. All these presents were approved by the Queen herself.

Following is a partial list of the official gifts that has been prepared by the subjects of Queen Wilhelmina for the prospective heir to the throne:

Zeeland: Perambulator with a hood of the choicest lace of Sluis.

The Hague: Cradle with embroideries made by the same workpeople who prepared the Queen's coronation and bridal robes.

Leeuwarden: Silver-bound journal in which to inscribe the diary of the baby's life—a page for each day.

Rotterdam: Silver table set, including knife, fork, spoon, dish, and egg-cup.

Amsterdam: Complete toilet set.

Dutch artist: Linen chest ornamented with paintings.

Drente: Silver, with the arms of the provinces and inlaid with old coins of the Prince of Orange.

Carpenters of Zaandam: A luxurious swing.

Women of Breda: A "wonderful" gift, the nature of which is kept a profound secret.

Dutch Colony in London: Endowed bed in a hospital.

One town in Zeeland is giving a pair of silver scales with which to weigh the royal baby, while clocks are being presented by a number of municipalities. Beautiful gifts are to be presented by the colonists in the Dutch East Indies and Guiana.

The military officers serving in the Dutch East Indies decided to present the Queen with a gold cup and plate etched with Indian views, while the officers' wives will offer her Majesty a silver tea service. The balance remaining after the purchase of the service, amounting to 1,000 florins (about £83) will be distributed in the shape of savings banks books to soldiers' children born on the same day as the Royal

RANDOM REFLECTIONS.

What should we do without the weather to speak about? It helps us over conversational difficulties when we have nothing to say, and occasionally produces some interesting yarns like that of the Irishman who remembered the year when there were six weeks of snow in May. But though we have little or no weather here, there are many who cherish the conviction that the latest summer is always hotter than any of its predecessors. Of course we do not venture to contradict an opinion expressed with so much confidence, though we may hold different ideas on the subject ourselves.

Now who among us has known greater variations in the weather than during the past week? One day sweltering in a summer heat and absorbing cooling drinks; the next day glad to get back to warm clothes and anxious to conceal the shiver which we could not restrain. Such changes of temperature are decidedly trying, the more so that we foolishly thought we had got rid of all that when we left Europe with its samples of weather.

RODERICK RANDOM.

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, April 6th.

THE POLITICAL SITUATION.

Though on the vote of censure respecting the inadequate naval provision made by the Government in this year's estimates there was a great majority in the House of Commons for Mr. Asquith and Mr. McKenna to look complacent over the enormous Conservative majority in Croydon the same night gave the real key to national feeling. There is no doubt about the fact that if an appeal were made to the country to-day the Government would be defeated on the demand of the nation for "Eight Dreadnoughts this year, and no wait" as Mr. George Wyndham puts it. Never since the South African war has there been such enthusiasm over any public matter of really Imperial importance.

Apparently life is full of illusions and disillusionments. For years I have been under the impression that the church set its face against any man or woman attempting to read the future and yet I see the notice board of one of our local churches covered with a bill on which is written large, "Fortune Telling." "Fortune telling" is of course one of those little deceptions which we know is a deception, but somehow I never associated it with the church, though I am prepared to admit that both deal largely with the same. Both are concerned with the future of the individual. The one good feature which it seems to suggest is that the church is not so jealous of its privileges as before—that it does not mind competition.

I notice that the *Daily Press* is optimistic as to the future of the colony. It announces that the fact that the cases at the bankruptcy court being so few—only three this week—may be regarded as indicating that business in the colony is not so bad as it was. It is certainly one way of feeling the business pulse of the colony, and I have no doubt that there is good reason for feeling hopeful as to the future, the optimism notwithstanding.

We all like to be surprised by generosity, and it is no straining of language to say that a pleasant thrill was experienced by most folks in the colony on learning that Mr. Mody had increased his handsome offer of \$35,000 to the Seamen's Institute to \$50,000 on being acquainted with the difficulties in which the committee found themselves. If Mr. Mody has prospered in Hongkong he has shown that he is grateful, and the colony will not readily forget the name of a gentleman who has done so much for our public institutions.

H. E. WANG TA SIEH.

There was a considerable number of well-known Far Eastern men at Victoria station the other day to see off Wang Ta Sieh, former Chinese Minister here and lately special commissioner who has been studying our constitution with a view to reporting for the guidance of the Chinese Throne in framing a constitution for the Empire. Among others I noticed Sir John McLeavy Brown, Mr. Byron Brennan, the Chinese Minister, Lord Li, and his very popular first secretary, Mr. Ivan Chen. Wang Ta Sieh is staying for the next week or two in Belgium and Scandinavia before proceeding overland to Peking to take charge of the Department of Communications.

CHINESE TRAGEDY AT LIVERPOOL.

There was a ghastly scene on Monday at Liverpool, when a Chinaman named named See Lee was hanged, for the murder of a fellow seaman, Yun Yap, because the latter was jealous of the attentions See Lee paid to his wife. The murderer caused a good deal of bad blood in the Chinese Colony in Liverpool, and when the story of the murder in court produced a death sentence there was a report set afoot that the man had not had a fair trial because of the sympathy of some of his fellow countrymen who could have given evidence in his favour if they would. The hostility to him was such that when his solicitor first started a petition for his reprieve the local Celestials threatened to get up a petition to the Home Secretary to proceed with the hanging. The appeal for the reprieve was therefore delayed, but in a day or two owing to some religious influence or other that was set going, the Chinese veered round and offered their aid to the solicitor. The appeal was sent to Mr. Gladstone but he declined to interfere. When the news was broken to See Lee he remained unmoved, merely remarking, "It is not me."

Day after, however, when taken to the scaffold he broke down altogether. With a shriek he fell in a faint from fright, and it was while he was in that limp condition that he was hanged. Just before going he had sent for the chaplain and professed Christianity. He is stated to have abandoned his original religion before he committed the murder.

PERSONAL PARS.

Mr. T. C. Taylor, the anti-opium M.P., who has been ill for a long time with nervous trouble, is so much better that he will resume his Parliamentary attendance in a week or two. Since he was taken ill he has been staying at Bournemouth and the only occasion he has been in the House was when the vote of censure on the Government was taken. The whips that night could not find a pair, so Mr. Taylor came up to town to support the Government.

I wonder if any of my readers have ever allowed their thoughts to wander at church and for a moment reflect upon the different coughs and whistles heard at frequent intervals. The subject is very profound, but to the casual observer it probably does not appear so. Yet a clerical friend once assured me that he could tell all about his congregation without

even looking at them. Paramount is the assertive aggressive snort of the self-made man, whose length of purse is plainly indicated by the frequency of his outbursts and the volume of sound. The "lun-pecked" man, after a cautious glance at his soul, allows himself a discreet and timid cough, say once in twenty minutes. His better half in the mean time preserves a rigid silence and listens to the sermon, which he swallows carefully, lest a fit of coughing should upset the serenity of her tongue. The dry discordant cough of the atheist, who merely attends for form's sake, grates with that of the respectable attorney Christian while the resonant blast of the sinner draws the forebodings of the convert. But most distinctive of all is the "gin and bitters" cough; its juncyng seems to envelop the atmosphere and the peculiar click of its delivery suggests the chink of glasses and the popping of corks. I hope all who are afflicted will take heed next Sunday lest they become the cynosure of all eyes.

RODERICK RANDOM.

[FROM OUR OWN CORRESPONDENT.]

LONDON, April 6th.

THE POLITICAL SITUATION.

Through on the vote of censure respecting the inadequate naval provision made by the Government in this year's estimates there was a great majority in the House of Commons for Mr. Asquith and Mr. McKenna to look complacent over the enormous Conservative majority in Croydon the same night gave the real key to national feeling. There is no doubt about the fact that if an appeal were made to the country to-day the Government would be defeated on the demand of the nation for "Eight Dreadnoughts this year, and no wait" as Mr. George Wyndham puts it. Never since the South African war has there been such enthusiasm over any public matter of really Imperial importance.

Mr. Balfour evidently appreciates the situation, for he is almost daily speaking in public on the topic and always in grave tones warning the country that we must build, build, from now on, without waiting for eventualities, so that the supremacy of the Union Jack on the seas, vital to our very existence, may never be in serious question. In the House of Commons Mr. Balfour cannot do much, in face of the deadweight of the Government majority, and in the country he believes he can make such a volume of feeling against the Government that their days of office may be sensibly shortened. He is now convinced that the Conservatives will win, and besides being more palatable to him if he looks upon a strong navy election cry as even more effective in its appeal to the electorate than the Tariff Reform policy. In support of his idea may be mentioned the fact that the great bulk of the labour vote that in 1906 went to a Labour candidate in Croydon this year went, not to the Labour or the Liberal, but to the Conservative.

H. E. WANG TA SIEH.

There was a considerable number of well-known Far Eastern men at Victoria station the other day to see off Wang Ta Sieh, former Chinese Minister here and lately special commissioner who has been studying our constitution with a view to reporting for the guidance of the Chinese Throne in framing a constitution for the Empire. Among others I noticed Sir John McLeavy Brown, Mr. Byron Brennan, the Chinese Minister, Lord Li, and his very popular first secretary, Mr. Ivan Chen. Wang Ta Sieh is staying for the next week or two in Belgium and Scandinavia before proceeding overland to Peking to take charge of the Department of Communications.

CHINESE TRAGEDY AT LIVERPOOL.

There was a ghastly scene on Monday at Liverpool, when a Chinaman named named See Lee was hanged, for the murder of a fellow seaman, Yun Yap, because the latter was jealous of the attentions See Lee paid to his wife. The murderer caused a good deal of bad blood in the Chinese Colony in Liverpool, and when the story of the murder in court produced a death sentence there was a report set afoot that the man had not had a fair trial because of the sympathy of some of his fellow countrymen who could have given evidence in his favour if they would. The hostility to him was such that when his solicitor first started a petition for his reprieve the local Celestials threatened to get up a petition to the Home Secretary to proceed with the hanging. The appeal for the reprieve was therefore delayed, but in a day or two owing to some religious influence or other that was set going, the Chinese veered round and offered their aid to the solicitor. The appeal was sent to Mr. Gladstone but he declined to interfere. When the news was broken to See Lee he remained unmoved, merely remarking, "It is not me."

Day after, however, when taken to the scaffold he broke down altogether. With a shriek he fell in a faint from fright, and it was while he was in that limp condition that he was hanged. Just before going he had sent for the chaplain and professed Christianity. He is stated to have abandoned his original religion before he committed the murder.

PERSONAL PARS.

Mr. T. C. Taylor, the anti-opium M.P., who has been ill for a long time with nervous trouble, is so much better that he will resume his Parliamentary attendance in a week or two. Since he was taken ill he has been staying at Bournemouth and the only occasion he has been in the House was when the vote of censure on the Government was taken. The whips that night could not find a pair, so Mr. Taylor came up to town to support the Government.

I wonder if any of my readers have ever allowed their thoughts to wander at church and for a moment reflect upon the different coughs and whistles heard at frequent intervals. The subject is very profound, but to the casual observer it probably does not appear so. Yet a clerical friend once assured me that he could tell all about his congregation without

even looking at them. Paramount is the assertive aggressive snort of the self-made man, whose length of purse is plainly indicated by the frequency of his outbursts and the volume of sound. The "lun-pecked" man, after a cautious glance at his soul, allows himself a discreet and timid cough, say once in twenty minutes. His better half in the mean time preserves a rigid silence and listens to the sermon, which he swallows carefully, lest a fit of coughing should upset the serenity of her tongue. The dry discordant cough of the atheist, who merely attends for form's sake, grates with that of the respectable attorney Christian while the resonant blast of the sinner draws the forebodings of the convert. But most distinctive of all is the "gin and bitters" cough; its juncyng seems to envelop the atmosphere and the peculiar click of its delivery suggests the chink of glasses and the popping of corks. I hope all who are afflicted will take heed next Sunday lest they become the cynosure of all eyes.

Mr. Robert Yerburgh, President of the Navy League, who is most active up and down the country just now pressing for "Eight Dreadnoughts this year" is interested in the China Association and in fact all that pertains to British interests in the Far East. He was formerly a member of the committee that was formed to watch over those interests and came to be known as the "Pigtail Committee."

We are expecting to have with us before long His Imperial Highness Prince Naschimoto of Japan and his consort. They are now "doing" Paris, with a numerous suite, but before returning to the East in September they intend to take a look round London, Vienna, Berlin and Rome.

On Wednesday at the St. James' Church, Croydon, Mr. Herbert R. Yglesias of London, married Miss Enid Mary Dear, daughter of the late Edmund Dear of Hongkong and Melbourne. The lady has for a considerable time been residing with her mother at Norbury on the southern outskirts of London.

The Japanese Ambassador, Mr. Kato, has followed the example of the American Ambassador and has separated his office from his house. Henceforth all the accommodation at 4, Grosvenor Gardens, will be for his private use, and the handsomest suite of diplomatic offices in London will be located in Lygon Place near by. There are about a dozen rooms, admirably equipped and decorated in perfect taste, in these offices.

EX-PRESIDENT ROOSEVELT.

Remarkable precautions are being taken to safeguard the life of ex-President Roosevelt who landed in Italy yesterday and will within a few hours be well on his way to the African coast for the big game shooting. He is indulging in his own amusement and the enrichment of the museums under the control of the Smithsonian Institution in Washington. The American press have worked up interest by giving it out that the ex-President goes to face dangers such as no eminent man has ever faced before. They have drawn shuddersome pictures of hairbreadth escapes from wild beasts and the ravages of foul disease till the public are half persuaded they have seen the last of their "Big Stick" wielder. A Chicago professor named Stark, who previously distinguished himself by studying the language of apes, and also by declaring that Dr. Watts the author of "How doth the little busy bee" was a greater poet than Shakespeare, has even gone so far as to positively forecast the demise of the great "Trust-buster," for he says he knows Africa and the ex-President has not the temperament nor the temper to emerge from the conditions there, which demand a man of extreme pliability of mind and prudence of action. Hence the journalist aboard the Atlantic liner started to get his hand in as soon as possible and cabled from the Azores that an Italian on the *Hamburg* had made an attempt on the distinguished traveller and his son Kermit. It was a pure "fake," but half America believes it still, and an extra contingent of American journalists in Europe have been despatched to points to be touched at till he enters the jungle. Then he says he will regulate things his own way and if any journalist attempts to interfere with the privacy of his caravan life or to follow him in any degree he will hear from him in a very unfriendly way. The ex-President is a wise man, for he has contracted to write an account of his travels, at a record price, and if some of the Yellow journal sleuths got in ahead with stories of his exploits, elaborately embroidered by their nimble fancies, the truth as he would tell it might look pale by comparison.

KING EDWARD.

Nor has this been the only "fake" of the week, for you have doubtless been informed by cable, there was a newspaper report originating in Madrid and circulated in Paris and Berlin that King Edward had been struck with paralysis at Biarritz. It was a tantalising report, for it is always so hard to disprove such an assertion positively at a distance—official statements being liable to be discredited as endeavours to postpone any serious announcement. It had nothing so improbable about it either, for the King was not at all well when he went away. The Stock Exchanges reflected the uneasiness it became known for a fact that morning his Majesty had attended an exhibition of Basque sports and had enjoyed the fun. I later in the day had from his equerry Col. Sir Arthur Davidson a rather angry telegram describing the report as a mischievous and ridiculous concoction by rate competitions among several lines. Steerage passages in 1908 were 185,000 less than in 1907. Return emigration to Italy was unimportant by comparison, especially as in consequence of the rate war between Mediterranean lines prices were reduced to a point which prohibited profits.

Business in 1908 was affected in the most unfavourable way by the abnormally great and comprehensive dropping off in emigration to America, as well as by the extremely depressed condition of the freight market, which was further aggravated by rate competitions among several lines. Steerage passages in 1908 were 185,000 less than in 1907. Return emigration to Italy was unimportant by comparison, especially as in consequence of the rate war between Mediterranean lines prices were reduced to a point which prohibited profits.

Notwithstanding the most rigid economies in operating and the laying up of a large number of ships (no fewer than forty-seven westward sailings being cancelled during the year) the results have been so limited in order to write off the required sum for depreciation, taxes, interest, etc., it was necessary to utilise the entire reserve and renewals funds. Since the beginning of 1909 emigration to America has shown a considerable increase. The hope seems justified that an improvement has set in.

NOTWITHSTANDING THE NATURE OF LLOYD'S REPORT,

ITS SHARES CLOSED A FEW POINTS HIGHER

YESTERDAY THAN A WEEK PREVIOUSLY.

THE LLOYD WAS THE MOST ACTIVE OF THE GERMAN LINES TO TAKE UP THE FIGHT WITH THE CANARD FOR THE "BLUE RIBBON" OF THE ATLANTIC,

AND BOUGHT FOUR SHIPS OF THE KAISER WILHELM II. CLASS FOR THAT PURPOSE.

NEW SAN FRANCISCO.

The pessimists, and even the conservative wise-agers who predicted in April, 1906, that twenty years hence there would be San Francisco recovered her old aspect, will stand aghast, the Colonizer remarks, at the story of work already accomplished. Little more than two and a half years ago 1469 squares of buildings, including the City Hall, all the wholesale and retail districts of San Francisco, and all the principal hotels—a total of 23,000 buildings—were destroyed. With the exception of masonry structures of steel and stone, the whole devastated area was laid in ruins—the damage aggregated over \$100,000,000, including stocks of merchandise and household effects. After insurance risks had been settled the net loss was nearly \$25,000,000. Excluding the relief funds gathered in the United States for the temporary needs of over 175,000 homeless residents, only \$2,000,000 has been borrowed outside of California.

To-day, on the wasted area, stand 16,831 entirely new structures, representing a floor space considerably greater than that of the 23,000 buildings destroyed. The cost, \$30,000,000, exceeds the assessed valuation of the former structures by over \$5,000,000. After the lesson of the earthquake, nearly all the buildings have been constructed of steel and concrete.

From 450,000, the population dropped after the fire to 350,000, but as fast as habitations could be completed the old inhabitants and newcomers from all parts of the world flocked in. A census just completed with every care by the gas and water corporations places the present number of people residing within the limits of the city at 507,339, and when it is stated that the trans-bay and suburban cities advanced 150,000 in population, and have maintained the increase, this growth is little short of marvelous.

AIRCRAFTS.

The German successes with the Zeppelin airship and the steady advance with the machines designed by the Wright Brothers, Mr. Henry Farman, Mr. Delagrange, Dr. Alexander Graham Bell and others, are certainly making the advent of practical aero-navigation look large in the public eye. Here in England if we are slow we are waking up. Mr. Asquith has himself stated that there will have to be estimates on this head in future Budgets; we are having a great aero-experimenting ground arranged at Shepperton, and there are to be important trials in the summer, including those with the Wright aeroplanes, for which the War Office is negotiating and last but not least Canada appears likely to make part of her promised contribution to Imperial defence a subsidy to the aerodrome experiments with Dr. Alexander Bell's (the telephone inventor) newest tetrahedral machines at Baddeck, Nova.

DIAMONDS IN GERMAN SOUTH WEST AFRICA.

In consequence of "trustworthy" information from an "authoritative" source to the effect that blue ground has been discovered in the neighbourhood of Luderitz Bay, there was a sensational rise in the shares of the German Colonial Company for South-West Africa on the Berlin Bourse last month. In official quarters nothing is known of the discovery.

THE CANTON-HANKOW RAILWAY

LOAN.

STORY OF THE NEGOTIATION IN PARIS.

The following telegram was sent by the Paris correspondent of *The Times* on April 4, describing the negotiations between the British, French and German financiers on the subject of the above loan:

Meetings of British, French and German financiers interested in the construction of Chinese railways were held on Friday and Saturday at the offices of the Banque de l'Indo-China. The British group was represented by Mr. W. Keawick M.P. of the British and Chinese Corporation, Mr. O. S. Addis, of the Hongkong and Shanghai Banking Corporation, Mr. Carl Mayer of the Chinese Central Railway, and Mr. George Jamison, C.M.G. The French group was represented by M. Simon, manager of the Banque de l'Indo-China, who was elected chairman of the meeting, and M. Ullmann. The German group was represented by Herr F. Urbig of the Deutsch-Asiatische Bank, Herr Ernst Rheder, and Herr Curti Erich.

THE GERMAN GROUP'S ACTION.

It would appear that the German East Asiatic Bank, a group of German Banking houses, concluded with the Chinese Government on March 6, a preliminary agreement for a loan of £3,000,000 for the construction of the northern portion of the Canton-Hankow Railway, as reported by your Peking Correspondent in *The Times* of March 12. According to the terms of the agreement, the section of the German group was entirely inconsistent with the actual expenditure of money or of the construction of the line. At the Berlin conference it was pointed out that the Germans, it was urged, had given the British and French groups to understand that, in accordance with the Berlin agreement, they had decided in principle to withdraw their offer, which they had made on what are known as the "Tientsin-Pukon terms," which do not secure foreign control of the actual expenditure of money or of the construction of the line. At the Berlin conference it was pointed out that the only question which had arisen concerned the date on which the German offer should be withdrawn. In Berlin the British and French groups had desired the German group to withdraw their offer there, and then, but the German group had maintained that they had the right to postpone their decision.

A few days later the British and French groups informed the German group that they (the British and French) had themselves received from the Chinese a formal offer of the Canton-Hankow Railway loan upon the "Tientsin-Pukon term," but that feeling bound by the agreement signed in Berlin on March 1 they had refused it. They had also withdrawn their own proposal. The German group, from the point of view of the railway, had been offered up to March 6 or 7, the date on which their offer had been accepted at Peking. They added that it was only one-third of the railway for which they were contracting, while two-thirds of it could still be made the subject of the joint operations of the three groups. In response to the German representations it was admitted by the Germans that they had already settled the price of issue and rate of interest for the loan, but they urged that three groups ought to sink their differences with regard to this particular business and prepare to co-operate in the future.

The French group was not satisfied and pointed out that there could be no reason why the German group should share in the Chinese Central Railway with the British and French groups if they did not join them in this loan.

A final suggestion was made from a

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited—Only supplied for Cash.

Telegraphic Address: PRESS Codes: A.B.C.

5th Ed. Lieber's

P.C. Box. 33, Telephone No. 12.

NEW ADVERTISEMENTS

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA."

Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from Bombay, &c., on SATURDAY, the 13th May, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "INDIA" 600 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "ARABIA" due in London on the 26th June, 1909.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 3rd May, 1909. [1]

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"MANILA."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 8th inst., will be subject to rent.

All broken, chafed and damaged Goods, are to be left in the Godowns, where they will be examined on the 8th inst., at 9.30 a.m.

All Claims must reach us before the 12th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,

MELCHERS & CO.

General Agents.

Hongkong, 1st May, 1909. [5]

ELECTRICITY.

RENNEDWY German Works of Complete Material for ELECTRIC LIGHT, TELEPHONE, etc. seek connection with first-class Importers, for the purpose of EXTENDING THEIR EXPORTS.

References desired. Please send address to

N. S. 246,

Care of HAARENSTEIN & VOLGER A. G., HAMBURG (Germany).

[675]

HAMBURG Firm thoroughly acquainted with the importation of China products wishes to form connection with a first class Hongkong firm with a view to purchases. Address stating Bank references.

H. M. 2497,

Care of RUDOLF MOSE,

HAMBURG Germany.

[683]

NOTICE.

I have This Day resumed my Business of SHARE and GENERAL BROKER.

THOMAS I. ROSE,

Hongkong, 1st May, 1909. [684]

NOTICE.

M. W. OTTO has been authorized to sign our Firm's Name per Procuration from This Date.

BUMANN & BERBLINGER.

Hongkong, 1st May, 1909. [685]

NOTICE.

WEISMANN, LIMITED.

OUR BUSINESS has been REMOVED to No. 14, DES VŒUX ROAD CENTRAL. (Lately occupied by Madame Jay.)

Hongkong, 28th April, 1909. [686]

BOARD AND RESIDENCE.

WANTED: Good Sized BED-SITTING ROOM (higher levels preferable). Board Optional, but verandahs with view of harbour essential. Apply giving full particulars to

X X X.

Care of "Daily Press" Office.

Hongkong, 24th April, 1909. [688]

TIME FLIES!

SO DOES YOUR OPPORTUNITY.

We have now only a few left of

THE CELEBRATED

W. B. CORSETS

NUIFORM AND ERECT FORM.

Most Popular in the World and worn by the Leading Society Belles of Europe and America.

ONLY TO BE HAD FROM

HOOSAIN-ALLI & CO.

Hongkong, 3rd May, 1909. [41]

NEW ADVERTISEMENTS

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the Lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out below:

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited—Only supplied for Cash.

Telegraphic Address: PRESS Codes: A.B.C.

5th Ed. Lieber's

P.C. Box. 33, Telephone No. 12.

ENTERTAINMENTS

THEATRE ROYAL.

MAURICE E. BANDMANN PRESENTS THE

BANDMANN DRAMATIC CO.

Including MR. HENRY DALLAS.

MON. May 3.

Grand Double Bill,

in which the late Sir Henry Irving made his great name.

TUES. May 4.

Walter Melville's Great Drama,

"THE WORST WOMAN IN LONDON."

WEDNESDAY, 5TH MAY.

Under the following Committee of Management:

COL. DARLING, R.E.,

COMMODORE LYON, R.N.,

LADY FIGGOTT,

Mrs. F. H. MAY,

Major FISHER, and

S. T. DUNN, Esq., B.A.

When varied and numerous Entertainments will be given from 4 to 11 P.M.

Admission \$1.00 each

Soldiers and Sailors in uniform 25 cents

Children under 12 years 25 cents

A. MORENO,

Hon Secretary.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

M. ROBERT MITCHELL having

resigned the position of Acting Chief

Manager of the Company, Mr. WILLIAM

WILSON has been Appointed his successor

from This date and until further Notice.

By Order of the Board of Directors,

H. P. WHITE,

Acting Chairman.

Hongkong, 27th April, 1909. [668]

THE CHINA-BORNEO CO. LTD.

NOTICE.

M. WALTER GEORGE DARBY will

take over the General Management of

the Company's Business and affairs during

my absence.

J. WHEELEY,

General Manager.

Hongkong, 1st May, 1909. [686]

NOTICE.

THE CHINESE ENGINEERING &

MINING CO., LTD.

AN INTERIM DIVIDEND of one Shilling

and Sixpence per Share free of tax on

account of year ending 28th February, 1909,

has been declared by the Directors of the above

Company. Coupon, No. 12 is payable on 1st

May, at the CHARTERED BANK OF INDIA,

AUSTRALIA and CHINA and the RUSSO-

CHINESE BANK at Tientsin and Shanghai.

J. S. DOBIE,

Agent.

Hongkong, 1st May, 1909. [687]

GOVERNMENT BILLS.

TENDERS for SPECIE BRITISH and

MEXICAN DOLLARS, current in this

Colony, in exchange for Sterling Bills, drawn at

10 days sight on the LORDS COMMISSIONERS

OF HIS MAJESTY'S TREASURY, London, will

be received by the TREASURY CHEST

OFFICER, ARMY PAY DEPARTMENT,

until 11 A.M. TO-MORROW (TUESDAY),

the 4th May, 1909.

The Tenders to state the total amount (in

pounds sterling) and the amount for which each

Bill should be drawn, but no Bills will be

issued for less than £100.

The Tenders to be in duplicate, and in sealed

covers, addressed to the TREASURY CHEST

OFFICER, ARMY PAY DEPARTMENT

and endorsed "TENDERS FOR GOVERN-

MENT BILLS."

The right to accept or reject any or all of the

tenders is reserved.

Copies of Forms of tender can be had on

application.

H. D. STAPOLE, Lt.-Col. A.P.D.

Treasury Chest Officer.

His Majesty's Treasury Office.

Hongkong, 1st May, 1909. [688]

NOTICE.

BY popular English Manufacturers. In

all Bores and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to SSSG, at 56, 57 and

\$7.5

BANKS

DEUTSCH-ASIATISCHE BANK
CAPITAL FULLY PAID UP.—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.

BRANCHES:
Berlin, Hamburg, Calcutta, Hankow,
Tientsin, Peking, Tsinanfu, Tsingtao,
Kobe, Yokohama, Singapore.

Founded by the following Banks and
Bankers—
KOENIGLICHE SEEHANDLUNG (PREUSSISCHE
STAATSBANK) Berlin.

DIRECTION DER DISCONTO-
GESELLSCHAFT

DEUTSCHE BANK
S. BLEICHROEDER
BERLINER HANDELS-
GESELLSCHAFT
BANK FÜR HANDEL UND
INDUSTRIE
ROBERT WARSCHAUER & CO.
MENDELSON & CO.
M. A. VON ROTHSCHILD &
SOPHIE JACOB S. H. STERN
NORDDEUTSCHE BANK IN HAMBURG, Hamburg.
SAL. OPPENHEIM, JR., & CO., Köln.
BAVARISCHE HYPOTHEKEN UND WECHSEL-
BANK, MÜNCHEN.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SON :
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account,
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and exchange business transacted.

A. KOEHN,
Manager.

Hongkong, 4th December, 1907. [24]

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,25,000
PAID-UP £56,000
RESERVE FUND 250,000

BANKERS: LONDON, JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts
at the rate of 2 per cent. per annum on the
Daily balance.

ON FIXED DEPOSITS:
For 12 months 4 per cent.
For 6 " 3½ per cent.
For 3 " 2½ per cent.

EVAN ORMISTON,
Manager.

Hongkong, 27th April, 1909. [25]

THE YOKOHAMA SPECIE BANK
LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUND 15,500,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
Tokyo
Nagasaki
New York
Bombay
Chefoo
Newchwang
Antung
Tieliung
Kobe
London
San Francisco
Shanghai
Tientsin
Daly
Liuyang
Chiang Chu

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the daily balance.

On fixed deposits for 12 months 5% per annum

6 " 4%

TAKAO TAKAMICHI,
Manager.

Hongkong, 12th September, 1908. [455]

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853,
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,575,000

RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST allowed on Current Account
at the rate of 2 per cent. per annum on the Daily
balance.

On Fixed Deposits for 12 months 4 per cent.

for 6 " 3½ "

for 3 " 2½ "

WM. DICKSON,
Manager.

Hongkong, 6th April, 1909. [121]

NEDERLANDSCHE HANDEL.
MAATSCHAPPIJ.
(NETHERLANDS TRADING SOCIETY)

ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000)
RESERVE FUND FL. 5,152,834.84
(about £479,407)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK,
SWISS BANKVEEBIN.

BRANCHES AND AGENTS all over the
World.

THE BANK transacts every description of
Banking and Exchange business, receives money
in Current Account at the rate of 2 per cent. per
annum on Daily balances and accepts Fixed
Deposits at the following rates:

12 months 4% per annum.

6 do. 3½ do.

3 do. 3% do.

C. WOLDRINGH, Manager,
No. 16, Des Voeux Road Central,
Hongkong, 3rd November, 1908. [26]

BROAD-MINDED EXPERTS."

The Berlin Merchants' Corporation, Mr.
Schlagintweit added, are a broad-minded body
of experts in science, commerce, and industry,
upon doing everything possible for the
accomplishment of the high ideals which they have
set themselves. Among other matters they have
already taken up a decided stand on the
subject of female education, notwithstanding a
pressing petition by one of the German clerks'
unions. They consider the employment and
activity of women in the sphere of commerce not
only a suitable form of employment for the other
sex, but also of the highest utility and benefit
for the commercial profession. Consequently
they regard a systematic commercial training for
girls as necessary as for young men, and will therefore
continue their endeavours of the past in that
direction. Even sceptical men of business in
Germany now admit that the high schools are
past the experimental stage, and will appreciate
an assistant trained at a commercial high school
who can display and bring into harmony
theoretical knowledge coupled with practical
skill, but opinions may differ whether it is to
their advantage that the organisations are all
based on different principles.

I should think that in the course of
time one type only of these schools will
be evolved. At present they have in common
the academic character of their work, but differ
fundamentally in the treatment of such
questions as, for instance: For which classes
of commercial men are these high schools
intended primarily, or which subjects ought to
be treated particularly? Time and experience
will settle these and other questions.

COMMERCIAL AND PUBLIC LIFE.

There is however another side to the
movement. In this country the commercial
profession has held for ages the foremost
position in the life of the nation; not so in

BANKS

INTERNATIONAL BANKING
CORPORATION.

CAPITAL PAID UP Gold 83,250,000
RESERVE FUND about Mar. 87,222,222

HEAD OFFICE 60 Wall Street, New York.

LONDON OFFICE Threadneedle House, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND
LIMITED.

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES and AGENTS all over the World.

The Corporation transacts every description of
Banking and Exchange business, receives money
in Current Account at the rate of 2 per cent. per annum
and accepts Fixed Deposits at the following rates:

For 12 months 4 per cent. per annum.

For 6 " 3½ " "

For 3 " 2½ " "

No. 9, Queen's Road, Central, Hongkong.
W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [643]

COMMERCIAL TRAINING.

WHAT GERMANY IS DOING.

An interesting description of the commercial
high schools in Germany was given recently by
Mr. T. Schlagintweit, the German Consul in
Manchester, at a meeting of the Chartered Insti-
tute of Secretaries.

Mr. Schlagintweit explained that commercial
training schools of one kind or another may be found
in most German towns. They are of
modest size and aspirations, and usually embrace
two or three terms in winter. The "commercial
high schools of an academic character" are
materially different. There are at present five
of these commercial universities in Germany—
in Leipzig, Cologne, Frankfurt-on-Main, Berlin,
and Mannheim. In North Germany, the towns of
Königsberg and Essen also intended to establish
such special commercial training schools.

For the present the Prussian authorities have
refused to sanction them on the ground that
there was no genuine requirement for them, and
consequently both Königsberg and Essen
continue to extend and improve their existing
system of commercial courses. Essen, familiar
with its association with the famous Krupp works,
can show a specially large and well-arranged
programme. Breslau, in the east, is also mentioned
in connection with efforts in founding a
similar institution. As to South Germany,
plans for the establishment of commercial
universities have been mooted in Munich and
Nuremberg, but the well-known rivalry of recent
years between these cities has not been helpful to
the objects in view. All five institutions have
been founded since 1898.

A BUSINESS MAN'S HIGH SCHOOL.

Mr. Schlagintweit described in detail the
organisation of these schools, of which the
Leipzig was the first to be founded. At Leipzig
there has been an extraordinary increase among
the foreign students who are now almost double
the number of the students of German nationality.

Cologne, in its municipal Commercial
High School has an independent and most
successful institution created in April 1901.

Founded through the munificent gift of a
Rhineish merchant prince it is subject to the
control of the municipality who, with the
Chamber of Commerce, meets any excess
of expenditure over income. New buildings
of the most modern and approved type
were inaugurated amidst great pomp in October
1907. They are the envy of rival towns, and
will be worth close inspection when the deputations
of our aldermen and councillors pay their
deferred visit to Düsseldorf and Cologne in
spring this year. There are about a dozen
permanently resident professors and lecturers
from the University of Bonn, as well as a great
number of well-known authorities in the different
branches of education and business. The aim
of the Cologne Commercial High School is
twofold. Firstly, a genuine deepening of know-
ledge in some special branches of the commercial
profession as far as it may prove useful for the
vocation chosen. Secondly, an improvement in
general education as far as it appears necessary
for the political and social estimation of the
whole profession. It is desired not only to
impart knowledge but also character.

FANKFORT AND BERLIN.

The Frankfort institution has chosen a much
wider field of activity than any of the others.
The scientific work embraces the whole sphere
of the science of commerce, the general theory
of politics, State administration, national
rights, the science of finance, statistics, political
economy, of the administration of communal
corporations, sociology, &c., in short such a
curriculum as will furnish the requisite higher
knowledge for those engaged in managing im-
portant positions in industry and commerce,
and at the same time offer an opportunity to the
employees of business houses in Frankfort of
obtaining academic instruction. Moreover to
the upper classes of government and corporation
officials, judges, solicitors, and other representa-
tives of the learned professions opportunity is given
of extending their studies in social and political
economy.

DOCKS, WHARVES, ODDONS, &c.—Hong-
kong and Whampoa Docks have been on offer
for the whole year at \$79, without attracting
attention. Geo. Fenwick, as well as New Amoy
Docks, are unchanged. Shanghai Docks have
improved considerably, the closing rate being
offered at Tls. 102, or the interim dividend of
Tls. 103, 50 per share, paid to day.

SHIPPING SHARES.—Hongkong, Canton and
Macao Steamboats have been in good demand,
but only few shares changed hands at \$304.
Holdings sticking out for higher rates. Indo-
Chinas have improved further, and at time of
writing shares are wanted at \$810 (or prof. and def.
combined). Shanghai quoting buyers at Tls.
60, and the London rates being £2. 10s. Od. for
preference and £2. 10s. Od. for deferred shares.
China and Manilas are obtainable at \$12, and
Dongshas at \$36. Old Star Ferries sold and
have buyers at \$25, while the new issue is
neglected at \$15. Shell Transport have advanced
to buyers at \$38. 6d. for bearer scrip.
London quoting \$58. sellers (name shares).
Union Waterboats are wanted at \$10.

REFINERIES.—are neglected, with sellers at
\$137 for China, and \$16 for Luxon.

MINING SHARES.—Charbonnages are un-
changed. Raubis have sellers at \$8. Chinese
Engineering and Mining Company's shares
have buyers at Tls. 174 on the int. dividend of
10c. per share paid to day.

DOCKS, WHARVES, ODDONS, &c.—Hong-
kong and Whampoa Docks have been on offer
for the whole year at \$79, without attracting
attention. Geo. Fenwick, as well as New Amoy
Docks, are unchanged. Shanghai Docks have
improved considerably, the closing rate being
offered at Tls. 102, or the interim dividend of
Tls. 103, 50 per share, paid to day.

LANDS, HOTELS AND BUILDINGS.—Hong-
kong Lands have advanced to buyers at \$99, but
no shares seem to be available at present. Kow-
loon Lands are steady at \$30, and West Points
are firm at \$44. Hongkong Hotels are quoted
\$85 cum new issue buyers, which is the equivalent
of \$71 for old ex. new issue, and \$431 for the
new issue alone (\$25 paid up). Humphrey Estates
sold and have buyers at \$9. Shanghai Lands
have been sent to the north at Tls. 117½ and Tls.
118, closing with sellers at Tls. 118.

COTTON MILLS.—Shanghai quotations are:
Ewos Tls. 122, Internationals Tls. 91, Laot
Kung Mows Tls. 112, and Sooyches Tls. 405.
Hongkong Cottons sold at \$81.

SUNDAY MANUFACTURING COMPANIES.—
Hongkong Electrics have buyers at \$163 ex. the
dividend of \$1.20 per share, paid on 26th ultimo.

Dairy Farms sold in a small way at \$173, but
shares are offered now at \$17.

Green Island Cement shares fetched \$8.80 and \$8.90, closing
with sellers at latter figure. Ices have been
done at \$150. Other stocks under this heading
are unchanged and without any reported sales.

MISCELLANEOUS.—China-Borneos, after
further sales at £1.30 to £1.22, are wanted at
\$123. China Providents have sellers and buyers
at \$24. Langkangs have advanced in the north
to Tls. 1070. Watsons sold and are offering at
\$9. In other stocks under this heading no
transactions have been made public, and there is
no change in rates to report.

When you feel thoroughly exhausted
after a heavy day's work, begin your
dinner with a BOVRIL Soup, and so
ward off indigestion.

APENTA

NATURAL APERTENT WATER.

Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty, the
Constipated, and the Obese.

GOLD MEDAL,

St. Louis, 1904.

DOSE.—A wineglassful in the morning
before Breakfast.

[607-1]

AS SUPPLIED TO THE HOUSE OF
LORDS, AND HOUSE OF COMMONS.

THORNE'S
OLD VAT

PER CASE
15
55

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE,
OF CREECH HORN AND HAS BEEN SOLD AS IT IS SINCE 1833.

SCOTCH WHISKY.

LE AGENTS IN
HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO., LTD.

SHIPPING.

ARRIVALS.

AMIGO, German str., 771 H. Frandsen, 1st May
—Hoifow, 29th April. General—Jesben & Co.
BOURBON, French str., 997 Le Bail, 1st May
—Saigon 27th April. Rice—Chinese.
CEYLON MARU, Japanese str., 5,063 F. L. Pyne, 2nd May—Shanghai 29th April.
General—Nippon Yusen Kaisha.
CHINA, American str., 3,186, Ruyler, 1st May
—San Francisco 2nd April. Mails and General—P. M. S. S. & Co.
CHINHUA, British str., 1,350 A. Harris, 2nd May—Shanghai 29th April. General—Butterfield & Swire.
HAITIAN, British str., 1,183 J. S. Rouach, 2nd May—Swatow 1st May. General—Douglas Lapraet & Co.
HAYRAKU, British str., 1,270, Trowbridge, 1st May—Wuhu 27th April. Rice & General—Butterfield & Swire.
HONGKONG, French str., 742 A. Corneliusen, 1st May—Haiphong and Hollow 29th April. General—A. R. Murty.
KOWLOON, German str., 1,487 A. Enick, 2nd May—Wuhu 26th April. Rice—Siemson & Co.
LANDRAT SCHEFFL, German str., 1,200 A. Struve, 2nd May—Wuhu 25th April. Rice—Siemson & Co.
MACAO, British str., 4,276 G. W. Long, 1st May—Shanghai 29th April. General—Butterfield & Swire.
MANILA, German str., 1,790 J. Minson, 1st May—Sydney 8th April. General—Melchers & Co.
MAHIE, German str., 1,169 P. E. Christiansen, 1st May—Nanchang and Chefoo 20th April. General—Jesben & Co.
THESEUM, British str., 4,296 J. Barwise, 2nd May—Liverpool via Singapore 27th April. General—Butterfield & Swire.
TJIPASAN, Dutch str., 2,469 La Rooy, 1st May—Amoy 29th April. General—Java-China-Japan Line.

DEPARTURES.

1st May.
ASSAYE, British str., for Europe & C.
CHENGSHING, British str., for Shanghai.
CHIYUEN, Chinese str., for Shanghai.
DRUFAR, Norwegian str., for Bangkok.
FOOCHOW, British str., for Shanghai.
FOOSHUNG, British str., for Shanghai.
INDIAN MONARCH, British str., for Durly.
KEWNU, British str., for Singapore.
KWANGSAM, British str., for Ningpo.
PETCHABURI, German str., for Bangkok.
PUEPHENN, British str., for Saigon.
RUBL, British str., for Manila.
2nd May.
ANHUI, British str., for Shanghai.
BENARY, British str., for Nagasaki.
CHOWTAI, German str., for Swatow.
DAIJIN MARU, Jap. str., for Swatow.
GLENFALLOCH, British str., for Amoy.
HAIMUN, British str., for Swatow.
MANDASAN MARU, Japanese for Muise.

SHIPPING REPORTS.

The British str. *Huangyang* reports: Strong Northerly winds and fine weather.
The British str. *Theseus* reports: Light winds and clear weather to Paracels then strong wind and hazy weather.

VESSELS IN DOCK.

May 1st.

ABERDEEN DOCK—
KOWLOON DOCK—Empress of China, Y. Sonina, Victoria, H.M.S. Moorhen.
COSMOPOLITAN DOCK—

VESSELS ON THE BERTH

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR," Captain S. H. Bokon, will be despatched for the above Ports TO-DAY, the 3rd May, at NOON.
This Steamer has superior accommodation for passengers, and is fitted throughout with Electric Light, and carries a duly certified Doctor.
For Freight or Passage apply to— DAVID SASSOON & CO., LTD., Agents.
Hongkong, 24th April, 1909. [655]

"SHIRE" LINE OF STEAMERS LTD.

FOR SOUTHAMPTON, LONDON AND ANTWERP.

THE Steamship

"NONMOUTHSHIRE," Captain G. S. Warner, R.N.E., will be despatched as above on 8th May.
For Freight or Passage apply to— JARDINE, MATTHESON & CO., LTD., Agents.
Hongkong, 14th April, 1909. [575]

NAVIGAZIONE GENERALE ITALIANA

(Florio and Rubattino United Companies.)
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO. Taking Cargo at through routes to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship "CAPRI," Captain Tadone, will be despatched as above on TUESDAY, the 11th inst., at Noon.
For further particulars regarding Freight and Passage, apply to— CARLOWITZ & CO., Agents.
Hongkong, 1st May, 1909. [4]

"GLEN" LINE OF STEAMERS

FOR LONDON AND ANTWERP.

THE Steamship "GLENLOGAN," Captain McGregor, will be despatched as above on TUESDAY, the 25th May, 1909.
For Freight or passage apply to— McGREGOR BROS. & GOW.
Hongkong, 28th April, 1909. [671]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

NOTICES TO CONSIGNEES

S.S. "OCEANIE,"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex.s.s. "Dordogne" and "Medoc" from Havre ex.s.s. "Dordogne" from Bordesur Mer "F. Morel" in connection with above Steamers are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co. Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M. To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned after Undersigned. Goods remaining unclaimed after MONDAY, the 3rd May, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 3rd May, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 3rd May, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMP MORIN,
Agent.

Hongkong, 26th April, 1909. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamer "DELTA" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISKS in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out. Marks by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c. ex.s.s. "Victoria."

From Calcutta, ex.s.s. "Syria."

B. & P. S. N. CO.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 5th May, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWEITT,
Superintendent.

Hongkong, 29th April, 1909. [1]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY," FROM ANTWERP, MIDDLEBROOK, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th May, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned or before the 14th May, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th May, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 30th April, 1909. [681]

FROM EUROPE.

THE H.A.L. Steamship

"SCANDIA" Capt. von Dohren, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY.

Any Cargo impeding the discharge will be landed at Consignees risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 7th May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th May, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 30th April, 1909. [682]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, MOJI AND KOBE.

THE Steamship

"JAPAN" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSOON & CO., LTD., Agents.

Hongkong, 30th April, 1909. [680]

MESSAGERIES MARITIMES

FRENCH MAIL LINES.



FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBILL	Wedday, 5th May, at 9 A.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"BUELLOW" Capt. H. FORNER	Wedday, 5th May, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW	About Thursday, 6th May.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. E. GATHEMANN	Friday, 21st May, at 10 A.M.

For further Particulars, apply to—

P. DE CHAMP MORIN, AGENT, Queen's Building.

Hongkong, 28th April, 1909. [2]

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

"EXPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong "EMPRESS OF CHINA" Sat, 8th May. "ALLAN LINER" Friday, 4th June.

"MONTEGAI" Tuesday, 11th May. "EMPEROR OF INDIA" Sat, 22nd May. "EMPEROR OF JAPAN" Sat, 31st May. "ALLAN LINER" Friday, 9th July.

"EMPEROR OF CHINA" Sat, 3rd July. "EMPEROR OF IRELAND" Fri, 30th July.

"Empress" Steamships leave HONGKONG at 6 P.M. Montague.

St. John or Quebec at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Co.'s NEW PALATIAL "EXPRESS" Steamships, 14,500 TONS register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class . . . via Canadian Atlantic Ports or New York £71.10

Intermediate or Steamers £43 . . . £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

E.M.S. "MONTEGAI" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Government.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

Corner Pedder Street and Praya, opposite Blake Pier.

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP		
VIA SINGAPORE, PEN., NUBIA	About 5th May	Freight and Passage.
ANG., COLOMBO, PORT SAID and MARSEILLES	Capt. F. J. Fox	
SHANGHAI, NAGASAKI, POONA	About 7th May	Freight only.
MOJI, KOBE and YOKOHAMA	Capt. A. P. Vining, R.N.R.	
SHANGHAI	About 13th May	Freight and Passage.
LONDON via USUAL PORTS	NOON, 15th May	See Special Advertisement.
DELTA	Capt. B. W. H. Snow	

For further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 3rd May, 1909.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine, SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 8th May, Noon.
RUBI	2540	R. W. Almond	Manila	On 15th May, Noon.

For Freight or Passage apply to

SHEWAN, TOME'S & CO.,
GENERAL MANAGERS.

Hongkong, 3rd May, 1909.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR ON OR ABOUT
TJIPANAS	JAPAN	Second half of April	JAVA Second half of April
TJIKINI	JAPAN	First half of May	JAVA First half of May
TIBODAS	JAVA	First half of May	JAPAN First half of May
TJIMAH	JAVA	First half of May	SHANGHAI First half of May
TJILIWONG	JAVA	First half of June	JAPAN First half of June
TJILATJAP	JAVA	First half of June	SHANGHAI First half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.York Buildings, 1st Floor.
Hongkong, 21st April, 1909.

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"LIANGCHOW"	On 3rd May, 4 P.M.
MANILÀ	"TEAN"	On 4th May, 3 P.M.
AMOY and CHINKIANG	"PAOTING"	On 5th May, 4 P.M.
SHANGHAI	"CHINHUA"	On 5th May, 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 7th May, 4 P.M.
TIENTSIN	"HUICHOW"	On 9th May, D'light
SHANGHAI	"CHENAN"	On 9th May, D'light
MANILA	"TAMING"	On 11th May, 3 P.M.
THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY	"TAIYUAN"	On 14th May, 4 P.M.
NEW ZEALAND,ADELAIDE, FREMANTLE and PERTH		with Transhipment for TASMANIA
SHANGHAI	DIRECT SAILINGS TO WEST RIVER	Twice Weekly.
	S.S. "LINTAN" and S.S. "SANUL"	
AUSTRALIAN STEAMERS	have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.	
MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS	have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.	
SHANGHAI LINE		
FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.		
N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.		
The Sunday Morning Sailings, carry Passengers and H.M. Mail to connect with Siberian Mail to Europe.		
FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.		
TELEPHONE 36.		
For Freight or Passage apply to	BUTTERFIELD & SWIRE, AGENTS.	
Hongkong, 3rd May, 1909.		13

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THE CO.'S S.S.

LEAVING

* TAMSUI VIA SWATOW, "DAIGI MARU"	SUNDAY, 9th May, at 10 A.M.
Capt. H. MURAYAMA	
* SHANGHAI VIA SWATOW, "GOSHUN MARU"	TUESDAY, 11th May, at 10 A.M.
Capt. T. SUBURA	

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabin Amidships. Unrivalled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings, Hongkong, 1st May, 1909.

T. ARIMA, Manager.

13

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"TUNGSHING"	Monday 3rd May, 4 P.M.
SHANGHAI	"CHUNSHANG"	Wednesday 5th May, Noon.
SANDAKAN	"MAUSANG"	Thursday, 6th May, Noon.
MANILA	"YUENSANG"	Friday, 7th May, 4 P.M.
KOBE	"LOONGSANG"	Saturday, 15th May, 4 P.M.
SHIHLA YOKOHAMA, KOBE and MOJI	"AMARA"	Wednesday, 19th May, Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Friday, 21st May, 3 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kuro (Inland Sea) and Moji to Hongkong, providing a stay 6 days in Japan; if passengers leave the steamer at Yokohama and return at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang Telephone No. 61.

1 Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporia, Tawau, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS, ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LENVIAG.
HAITAN	SWATOW, AMOY &	TUESDAY, 4th May, at 1 P.M.
Capt. J. S. Roach	FOOCHOW	
HAITANG	SWATOW, AMOY &	FRIDAY, 7th May, at 2 P.M.
Capt. A. E. Hodgins	FOOCHOW	

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIEE).

For Freight and Passage apply to DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 1st May, 1909.

10

Hongkong, 3rd May, 1909.

13



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine, SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 8th May, Noon.
RUBI	2540	R. W. Almond	Manila	On 15th May, Noon.

For Freight or Passage apply to

SHEWAN, TOME'S & CO.,
GENERAL MANAGERS.

[14]

HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING cargo at, Through Bills to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marsilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:
SS. SENEGAMBIA
SS. SILVIA
SS. ISTRIA
SS. BRASILIA
SS. BEGOVIA
SS. C. FERD. LAEISZ
SS. SLAVONIA

Further Particulars apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 1st May, 1909.

12

HOMeward.

FOR MARSEILLE, HAVRE & HAMBURG:

SS. BRISGAVIA

FOR HAVRE, BREMEN & HAMBURG:

SS. SILESIA

<p

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Approximate times of closing mails at Shanghai: Daily and Saturday.

8th May	at 8.20 p.m.
12th May	at 8.3 p.m.
16th May	at 8.30 p.m.
20th May	at 8.00 a.m.

ROUTE	P.H.S.	DATE
Shanghai, Yokohama, Kobe and Moji	Gregory Apostr... Suzhou	Mon. 1st, 3rd, 11th, 14th, 21st, 28th, 31st.
Macao	Suzhou	Tues. 2nd, 4th, 12th, 15th, 18th, 25th, 28th.
Swatow and Shanghai	Tungting	Mon. 2nd, 4th, 12th, 15th, 18th, 25th, 28th.
Shanghai	Lianchow	Tues. 3rd, 6th, 13th, 16th, 20th, 23rd, 26th.
Callao (Peru)	Lohitun	Mon. 3rd, 6th, 13th, 16th, 20th, 23rd, 26th.
Banavia, Cheribon, Samarang, Surabaya and Macassar	Typanas	Tuesday, 4th, 10th, 14th, 17th, 24th, 27th.
SHANGHAI, NAGASAKI, KOREA, YOKOYAMA, SHIMIZU, YOKOHAMA, HONOLULU and SAN FRANCISCO MAIL TO EUROPE	Siberia	Tuesday, 4th, 10th, 14th, 17th, 24th, 27th.
SIBERIAN MAIL ON BOARD UP TO THE TIME FIXED FOR DEPARTURE OF THE MAIL		Registration, 10.00 A.M.
Extra Postage 10 cents (per)		No late fee.
EUROPE, &c., India via Tatticoo... (late Letters 11.00 to 11.30 a.m.) Extra Postage 10 cents... (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail....)	Bukitow	Letters, 11.00 a.m. Tuesday, 4th, Noon. Tuesday, 4th, 1.15 P.M. Tuesday, 4th, 2.40 P.M. Wednesday, 5th, 8.00 A.M. Wednesday, 5th, 10.00 A.M. Wednesday, 5th, 11.00 A.M. caused Matter and Sam- ples, 10.00 A.M. Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, Kowloon B.O., 10.00 A.M. No late fee.
SWATOW, Amoy and Foochow	Hoiyan	Letters, 11.00 a.m. Tuesday, 4th, Noon.
Macao	Ciu-Tai	Tuesday, 4th, 1.15 P.M.
Manila	Kezon	Tuesday, 4th, 2.40 P.M.
Kudat and Sandakan	Chunshang	Wednesday, 5th, 8.00 A.M. Wednesday, 5th, 10.00 A.M.
Shanghai		Wednesday, 5th, 11.00 A.M. caused Matter and Sam- ples, 10.00 A.M. Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, Kowloon B.O., 10.00 A.M. No late fee.
EUROPE, &c., India via Tatticoo... (late Letters 11.00 to 11.30 a.m.) Extra Postage 10 cents... (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail....)		Letters, 11.00 a.m.

BORDEAUX CHEAP. CLARET.

We are offering this claret to our customers and the public as a right wine for ordinary daily use, and we assure them that this brand is far Superior in Quality and Cheaper in Price than any other low priced brand of claret to be obtainable in the market.

VIN ORDINAIRE (CORTES CASTILLION)

PRICE ... \$5.50 2 DOZ. PINTS.
" ... \$4.50 1 " QTS.

SAMPLE ON APPLICATION.

H. RUTTONJEE & SON.
WINE AND SPIRIT MERCHANTS.

IN PATENT TINS

OF 50'S.

MADE WELL TO SMOKE WELL

ASK YOUR TOBACCONIST FOR THEM.

SHARE LIST.—QUOTATIONS.

HONGKONG, APRIL 30TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID-UP.	CLOSING QUOTA-TIONS CASH.
Athamore, Limited	300	Ps. 200	Ps. 200	Nominal
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$950, sellers
National Bank of China, Limited	99,925	\$7	26	\$89,100
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$51, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$102, buyers
China Light and Power Company, Limited	59,000	\$10	\$10	\$43
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$92, sellers
COTTON MILLS.—				
Ewo Cotton Spinn. & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 122, sellers
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$81, sales
International Cotton Manuf'g Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 91.
Laou-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 112.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 403.
Dairy Farm Company, Limited	40,000	\$72	\$6	\$17, sellers
DOCKS AND WHARVES.—				
Hongkong & Kowloon Wharf & Co., Ltd.	60,000	\$50	all	\$55, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$79, sellers
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$94, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 87.
Shanghai and Hongkow Wharf Co., Ltd.	56,000	Tls. 100	Tls. 100	Tls. 167.
Fenwick & Co., Limited	18,000	\$23	\$23	\$11, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$8,90, sales
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$210, buyers
Hongkong Electric Co., Limited	60,000	\$10	all	\$184, x.d., buy.
Hongkong Hotel Company, Limited	12,000	\$25	all	\$155, sellers
Hongkong Ice Company, Limited	5,000	\$100	\$100	Nominal
Hongkong Milling Co., Ltd. (in Liquidation)	10,000	\$100	\$100	\$24.
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	Known in Hongkong
DOCKS AND WHARVES.—				for
Hongkong & Kowloon Wharf & Co., Ltd.	60,000	\$50	all	Half a Century.
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	
New Amoy Dock Co., Limited	10,000	\$63	\$63	
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	
Shanghai and Hongkow Wharf Co., Ltd.	56,000	Tls. 100	Tls. 100	
Fenwick & Co., Limited	18,000	\$23	\$23	
Green Island Cement Co., Limited	400,000	\$10	\$10	
Hongkong and China Gas Co., Limited	7,000	\$10	all	
Hongkong Electric Co., Limited	60,000	\$10	all	
Hongkong Hotel Company, Limited	12,000	\$25	all	
Hongkong Ice Company, Limited	5,000	\$100	\$100	
Hongkong Milling Co., Ltd. (in Liquidation)	10,000	\$100	\$100	
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$187, sales & b.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$106, buyers
China Fire Insurance Co., Limited	24,000	\$83.33	\$25	\$85, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$83.7, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 105, buy.
Union Insurance Society, Limited	12,400	\$250	\$100	\$85, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$202, buyers
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$99, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$9, sal. & buy.
Kowloon Land and Building Co., Ltd.	6,000	\$80	\$80	\$80.
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 118, sellers
West Point Building Co., Limited	12,500	\$50	\$50	\$44, buyers
MINING.—				
Société Française des Charbonnages du Tonkin	16,000	Frs. 250	all	\$625, buyers
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	10/10	\$6, sellers
Peak Tramways Co., Limited	50,000	\$10	\$1	\$14.
Philippine Co., Limited	75,000	\$10	\$10	\$8.
PEAK TRAMWAYS COMPANY LIMITED				
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$1373, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$16, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$59.
ROBINSON PIANO CO., LIMITED				
STEAMSHIP COMPANIES.—				
China and Manoa Steamship Co., Ltd.	30,000	\$25	\$25	\$12, sellers
Douglas Steamship Co., Limited	20,000	\$50	\$20	\$36, sellers
Hongkong, Canton & Macao S.B.C. Co., Ltd.	60,000	\$15	\$15	\$30, sal. & buy.
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	all	\$56, buyers
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$125, sal. & b.
Star Ferry Company, Limited	10,000	\$10	\$10	\$85, sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$24, sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$35, sellers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12, buyers
Wm. Powell, Limited	15,000	\$7	\$7	\$24, buyers
Watkins, Limited	10,000	\$10	\$10	\$34, buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$9, sellers
Weissmann, Limited	175	\$100	\$100	\$124.
United Asbestos Oriental Agency, Limited	9,900,000	\$10	\$4	\$121.
Union Waterboat Co., Limited	100,000	\$10	\$10	\$230.
UNION WATERBOAT COMPANY LIMITED	50,000	\$10	\$10	\$10, buyers
STEAMSHIP COMPANIES.—				
China and Manoa Steamship Co., Ltd.	30,000	\$25	\$25	\$12, buyers
Douglas Steamship Co., Limited	20,000	\$50	\$20	\$36, sellers
Hongkong, Canton & Macao S.B.C. Co., Ltd.	60,000	\$15	\$15	\$30, sal. & buy.
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	all	\$56, buyers
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$125, sal. & b.
Star Ferry Company, Limited	10,000	\$10	\$10	\$85, sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$24, sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$35, sellers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12, buyers
Wm. Powell, Limited	15,000	\$7	\$7	\$24, buyers
Watkins, Limited	10,000	\$10	\$10	\$34, buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$9, sellers
Weissmann, Limited	175	\$100	\$100	\$124.
United Asbestos Oriental Agency, Limited	9,900,000	\$10	\$4	\$121.
Union Waterboat Co., Limited	100,000	\$10	\$10	\$230.
UNION WATERBOAT COMPANY LIMITED	50,000	\$10	\$10	\$10, buyers